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NEW MAPS.

AFRICA.

EGYPT.—Carte du Lit du Nil entre Chellal et Assouan. Scale, 2,130 feet to an inch. Par R. Fourtau. *Bull. de la Soc. Khédiv. de Géog.*, Series 6, No. 7. Cairo, 1905.

Based upon the Government surveys, the map shows the primary and secondary faultings and the principal bars, exposed at low water; also a profile of the chief channel of the Nile between the upper bars of Bab-el-Kibir and Bab-el-Madaik, in the cataract so called. The topography on both sides of the river is sketched. The map illustrates a monograph by Mr. Fourtau, a French geologist and civil engineer, whose duties as an engineer called him to Assuan, where he improved the opportunity to study the physical geography of the cataract. He says that the torrential action of the Nile waters produces scarcely any effect in wearing away the rocks, excepting at the bends of the channel below the cataract, and that the actual condition of the Nile bed between Chellal and Assuan may be ascribed to a series of faults that are plainly recognizable. The historic monuments show that the Assuan cataract has not been sensibly modified by the work of running water for the last 6,000 years—a fact that is to be attributed to the dissolving of the feldspar in the granite and its replacement by silicates of iron-manganese, that are insoluble under the conditions which decompose the feldspar.

GERMAN EAST AFRICA.—Karte von Deutsch-Ostafrika in 29 Blatt und 6 Ansatzstücken. (Sheets G 4 and H 4 Ssongea and F 4 Gawiro.) Scale, 1:300,000, or 4.73 statute miles to an inch. Unter Leitung von Paul Sprigade und Max Moisel. Dietrich Reimer (Ernst Vohsen), Berlin, 1904.

The publication of this important work began in October, 1895, about ten years before the two sheets named above were issued. When we compare these sheets with "A 1. Kivu-See," the first to be published, we are impressed with the vast accumulation of material for map-making within the past decade. "Kivu-See" sheet contained the work of only five or six travellers, and was greatly lacking in detail and accuracy. It is valuable now chiefly as a record of what was known ten years ago of the region of active and extinct volcanoes in German East Africa. The Ssongea and Gawiro sheets, the latest to be issued, show the southern part of the German coasts on Lake Nyasa and the colony to the east of the lake as far as 36° E. Long. The compilers of the Ssongea sheet had before them the work done by explorers and surveyors on 31 routes in this district, and the mother maps they produced along these routes numbered 268 sheets. The latitude and longitude of eight places in this small district were available for their use, and they were able to place on their map much information concerning the forms of the physical features. A few more sheets will complete the whole map, and a revision of the first half of it will then be required immediately, if the map is to be kept up to date.

GERMAN EAST AFRICA.—Die Eisenbahn Dar-es-Ssalam-Morogoro. Scale, 1:600,000, or 9.4 statute miles to an inch. *Deutsche Rund. f. Geog. u. Stat.* Vol. 27, No. 7. A. Hartleben's Verlag, Vienna, 1905.

Shows (black) the first survey for this railroad, and (red) the later and more northerly survey which has been adopted. The railroad will extend inland from Dar-es-

Salam, the capital of German East Africa, to the west side of the Ulugara Mountains, whose minerals are said to be worth exploiting. There is a comparatively large population for the first fifty miles to and across the valley of the Kilgani River. This coastal zone may be the limit of the possibilities of large agricultural development. It is believed that the railroad will develop in this zone the plantation-raising of cotton and other fibres and oil plants. The map is a good one, and gives some facts relating to varieties of vegetation, geology, etc. The length of the road will be 230 kilometers, the gauge one meter, and the East Africa R.R. Co. says it will complete the road in two years, though its contract with the Government gives the Company five years. The Company is to receive as its property a strip 100 kilometers wide to the right and left of the line. Early this year a long pier was extended into the bay at Dar-es-Salam to facilitate the landing of railroad supplies.

NORTHERN NIGERIA.—Map of the Nigeria-Kamerun Boundary Survey. Scale, 1:1,500,000, or 23.7 statute miles to an inch. *The Geog. Jour.*, July, 1905, London.

Illustrates a paper by Col. L. Jackson of the British Commission. A line about 32 miles long, between Mount Bagele and Beruere, extending approximately east and west, was the base for the triangulation carried from Yola, on the Benue River, to Lake Chad. Both the British and German commissioners carried out triangulations, the results of which differed at Kukawa, the northern terminus, by 11 seconds of latitude and longitude. The work of delimiting the boundary occupied about ten months of 1902.

AMERICA.

CANADA.—Yukon Territory (Kluane, White, and Alsek Rivers). From surveys by the International Boundary Commission, 1893–95; J. J. McArthur, 1900; A. C. Talbot, 1899, and J. B. Tyrrell, 1898. Scale, 1:400,000, or 6.32 statute miles to an inch. Department of the Interior, James White, Geographer, Ottawa, 1905.

This large sheet includes only the southwest corner of the Yukon Territory. It indicates the culminating points (or nearly these points) of Mounts Seattle (10,000 feet), Hubbard (16,400), Vancouver (15,617), Cook (13,700), Augusta (14,000), and St. Elias (17,978), as on the boundary line between the United States and Canada. Relief features are shown by contours along the waterways mentioned and in the coast regions of Yakutat Bay and the southeastern glaciers of the Mount St. Elias system.

CANADA.—Standard Topographical Map (Ontario, Hamilton Sheet). Scale, 1:250,000, or 3.95 statute miles to an inch. Department of the Interior, James White, Geographer, Ottawa, 1905.

Another sheet of the fine large-scale map of Canada that is now being produced. It embraces the tongue of land between Lakes Ontario and Erie, in which contours of depth are shown for every ten fathoms.

CANADA.—Map of the Province of New Brunswick to Illustrate the Quality of its Soils. Scale, 32 statute miles to an inch. *Proc. and Trans.* of the Roy. Soc. of Canada, Second Series, Vol. 10. Ottawa, 1905.

A sketch map in which the excellence of the soil is approximately proportional to the depth of the shading, the best lands being black. The wearing out of thin soils in the south caused the abandonment of many settlements. The map is one of the illustrations in a monograph on "The Origins of Settlements in the Province of New Brunswick," by William F. Ganong.

2.—Map of the Province of New Brunswick to Illustrate the Historical Origin of its Settlements. Scale, 16 statute miles to an inch. With the same monograph.

A map in colours showing the distribution of the Indian Reserves, the French, the English, and other settlements.

3.—Map of the Province of New Brunswick to Illustrate its Physiographic Features. Scale, 16 statute miles to an inch. With the same monograph.

An excellent map, drawn by Mr. Ganong, based on the topographic survey and printed without names. The relief is shown by contour lines with 100-feet interval. All the waterfalls and the head of tide in the rivers are shown.

CHILE.—Estero Comau ó Leptepu. Scale, 1:120,000, or 1.8 statute miles to an inch. Oficina Hidrográfica, Valparaiso, 1905. (Price, $1.)

Black-and-white chart, with heights and soundings in meters, giving the results of the surveys of the Hydrographic Commission in 1900. The deep Comau Inlet was sounded throughout and the elevation of the most conspicuous mountains was ascertained. This part of the coast is separated from the north part of Chiloe I. by the Gulf of Ancud.

CHILE.—Puertos del Canal Cockburn, Tierra del Fuego. Puerto Barrow—scale, 1:5,000, or .07 statute mile to an inch, surveyed in 1901; Puerto Soffia—scale, 1:15,000, or 1,250 feet to an inch, surveyed in 1903. Hydrographic Office, Valparaiso, 1905. (Price, 50 cents.)

Charts of two new ports in the Cockburn Channel, one of the reaches used by ships passing into or out of Magellan Strait. These ports have not yet appeared on the latest atlas sheets.

UNITED STATES.—Preliminary Map of the Central Great Plains showing the Structure of the Dakota Sandstone. Scale, 40 statute miles to an inch. By N. H. Darton, U. S. Geol. Sur., Prof. Pap. No. 32. Washington, 1905.

Shows the outcrops of this sandstone and the vast area underlain by it. This water-bearing formation is usually overlain by thick masses of impermeable rocks; and as the water is under great pressure, this is one of the chief sources of artesian supplies.

UNITED STATES.—Preliminary Map of the Great Central Plains, showing the Economic Geology. Scale, 40 statute miles to an inch. By N. H. Darton, U. S. Geol. Sur., Prof. Pap. No. 32. Washington, 1904.

An excellent map, showing the distribution of the mineral and metal resources of the central great plains according to our present knowledge.

UNITED STATES.—Geological Atlas of the United States, No. 125. Rural Valley Folio, Pennsylvania. Washington, 1905.

This quadrangle, drained by the Allegheny and its tributaries, has important mineral resources, and the distribution of the coal mines and gas and oil wells is shown on the sheet of structure and economic geology.

ASIA.

CHINA.—Sketch Map of a Journey from Fu-chau to Kiu-kiang. Scale, 1:750,000, or 11.84 statute miles to an inch. By Major A. B. Hamilton. *The Geog. Jour.*, July, 1905, London.

The map is based on a sketching-board traverse, and the heights, in feet, are aneroid determinations. While the circumstances prevented the collection of exact data for a map, the product is of value as illustrating a route from the seaboard to the Yangtze Valley of which very little has been known.

PHILIPPINES.—Map of the Island of Luzon. Scale, 44 miles to an inch. Showing Railways. Fifth Ann. Rep. of the Philippine Commission, Part 3. Washington, 1905.

The map is photographed down from the larger map of the Bureau of Insular Affairs, is almost illegible without a magnifying glass, and has the serious disadvantage of using the same symbol to indicate completed railroads and also the boundaries of the provincial subdivisions. A person unacquainted with the facts might think that completed railroads were well distributed over Luzon, instead of being confined to one line between Manila and Dagupan.

EUROPE.

IBERIAN PENINSULA.—Germanische Völker und Ortsnamen auf der Pyrenäen-Halbinsel. Five maps founded upon No. 14 in the Spruner-Menke Histor. Handatlas. *Deutsche Erde.* Vol. 4, No. 2. Justus Perthes, Gotha, 1905.

Illustrates an article on German-Spanish place-names by Johannes Jungfer. The maps show the kingdoms of the Visigoths and other Teutonic peoples in the peninsula and the distribution over it of German place-names due to these invasions.

SWITZERLAND.—Carte Générale de la Suisse. Par H. Kümmerly. Scale: 1:400,000, or 6.3 statute miles to an inch. H. Kümmerly & Frey and A. Franke, Bern, 1904 (?).

A well-drawn and attractive map in colours, with relief brought out by shading and oblique illumination, the effect being artistic and panoramic. The light and dark effects are so handled in most cases as to give a clear definition of the topographic forms. This information is accompanied by plainly-printed nomenclature, hydrography, railroads, tunnels, highways, castles, ruins, etc., the whole making one of the fullest and best maps of Switzerland produced on this scale. An index accompanies the map.

UNITED KINGDOM.—River Mersey from Rock Lighthouse to Eastham and Garston. Scale, 1,200 feet to an inch. Henry Belam, Marine Surveyor, Mersey Docks and Harbour Board, Liverpool, 1901.

UNITED KINGDOM.—Liverpool Bay. Scale, 3,150 feet to an inch. Surveyed by the Marine Surveyor of the Mersey Docks and Harbour Board, Liverpool, 1904.

The chart of the Mersey has soundings in feet and inches, figures showing depths below and heights above the datum line. It shows in what parts of the river pilotage is compulsory, where vessels may not be loaded or discharged without special permit, etc. The chart of Liverpool Bay, issued annually, is accompanied by tides reduction tables and notes on the methods of using the tables.

THE OCEANS.

NORTH PACIFIC.—Drift of the disabled S. S. Carlisle, Nov. 5, 1904–Jan. 25, 1905. *Bulletin* of the Philippine Weather Bureau, Dec., 1904, Manila.

This disabled steamer wandered at the mercy of the winds and waves for two months and twenty days. The map of the long journey is published because the track of the *Carlisle* gives an excellent opportunity to study the air currents in that zone of the Pacific embraced by Japan on the north, the Ladrones on the east, and the Philippines on the west. The drift began about 500 miles east of Northern Nippon, and its general direction, with frequent variations for a few days, was west, east of south, and south of west, to San Miguel Bay, on the east coast of Luzon.

PILOT CHART OF THE NORTH PACIFIC OCEAN FOR AUGUST, 1905.—Hydrographic Office, Washington. (Price, 10 cents.)

The Hydrographic Office warns mariners not to place too much reliance upon predictions concerning currents near the Aleutian Islands and in Bering Sea, as information is meagre. For more than a year each issue of this Pilot Chart has contained the statement that the fishing banks shown in red "were tabulated and described in several previous issues of the Pilot Chart." It would serve the convenience of persons seeking this information if the above statement might be replaced by reference to one or more numbers of the Chart containing the tables and description referred to.

BOOK NOTICES.

Josias Simler et les Origines de l'Alpinisme jusqu'en 1600, par W. A. B. Coolidge. Avec Illustrations et Carte. Grenoble, Allier Frères, 1904. Large 8vo.

The voluminous work bearing this title stood in need of the explanation set forth in its preface. Few persons not widely read in the national literature of Switzerland have ever heard of Josias Simler, the patriotic Zurich professor and author, of the sixteenth century; again, the second part of the title—The Beginnings of Mountaineering Down to the Year 1600 (if for the moment we may be permitted to translate "*alpinisme*" by a familiar word)—causes a start of natural surprise when connected with a work of over a thousand pages. The passion for scaling mountains is generally held to be too recent to possess such traditions, and, really, it has had none until a comparatively late day, when certain of the more scholarly devotees of a sport which is pre-eminently the sport of intellectual men have conducted researches through the classic literature of the ages, as well as through much still unedited. The acme and sum of many such labours appear in the monumental work before us.

Rev. W. A. B. Coolidge—an American by birth, a Briton by education, a Frenchman (and particularly a Dauphinois) by adoption—is its responsible author. A member of several Continental alpine clubs, a founder of the active *Société des Touristes du Dauphiné*, the author of valuable guide-books for that land of superb mountains, as well as for the neighbouring regions of the Swiss Alps, and—best of all requisite endowments!—inspired with an unfailing and enlightened enthusiasm for the mountain in general, a more competent editor for such a work could hardly be found. But the enthusiasm and leisure of a single man would have been unequal to the task of bringing out a work of this character, even though "begun in 1895 and zealously pushed from 1899 to 1903," had he not secured the collaboration of numerous gentlemen—French, English, Swiss, and Italian—who have aided in the extensive research necessary to determine many questions of fact in varied fields of inquiry.

Josias Simler (1530–1576), trained for the Protestant pulpit, but from his thirtieth year Professor of Old Testament Exegesis in the École Caroline at Zurich, was pleased to vary his theological activities with studies relating to the history of his native land, familiarizing himself, among other sources, with the extensive *Chronik* of Johannes Stumpf, which appeared written in German in 1548. Simler conceived the idea of preparing an enlarged edition of this work, and in Latin, "in order to make known to foreigners unfamiliar with German the history and institutions of Switzerland, as also its scenic beauties." The scheme grew under his hands,